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RICHMOND, VA., SUNDAY, APRIL 4, 1915.—FIFTY-SIX PAGES.

WEATHER
PAGE 14 —FAIR

PRICE FIVE CENTS

FOUR MEN KILLED BY ELECTRIC WIRES

Series of Fatal Accidents Occurs
During Storm on Nine
Mile Road.

FATALITY IN PENITENTIARY

C. P. Moxley Meets Death Al-
most in Front of His Home.
Others From Country.

Three men were instantly killed by a live wire at Twenty-ninth Street and the Nine-Mile Road about 10:30 o'clock yesterday morning. Two horses and a mule were killed at the same spot, and the bodies of all lay in the slush and snow of the road until late yesterday afternoon awaiting identification and removal by Detective Sergeant Willy, who was sent to the scene in the patrol of the First Precinct Station.

Last night Houston Hiney, a trusty convict in the State Penitentiary, was instantly killed in attempting to remove a fallen wire in the State prison yard.

The dead in the accident on the Nine-Mile Road are:

C. P. Moxley, 2903 Nine-Mile Road, a storekeeper, about thirty-five years of age.

Charles H. Beadles, forty-seven years old, a farmer living near Enfield, King William County.

C. Roy Chenault, thirty-three years old, also a farmer, and living close to Beadles, in King William County.

Their team, consisting of a mule belonging to Beadles and a horse, the property of Chenault, was killed outright when the dangling end of a telephone wire, which had crossed a high-power cable, was blown across their backs. The animals dropped dead in their tracks. A short distance down the road lies the body of another horse, the property of David Donati, of the Stony Creek Distillery, which was killed by the same means.

INABLE TO COMMUNICATE

WITH FAMILIES OF DEAD

Communication with persons living near Enfield and Brandewell, in King William County, was cut off yesterday afternoon, and it is improbable that the immediate families of the men will be notified of their deaths until today. Persons living near them who had expected to return to their families yesterday afternoon or last night gave up the attempt on account of the impassable condition of the roads and the violence of the storm. All of the telephone lines are down, and it is probable that the news of the death of the men will not be taken to their families until today, when relatives of Beadles will undertake the trip.

The bodies of Chenault and Beadles were taken in charge by representatives of Beadles' undertaking establishment, at the direction of Detective Willy, who assumed charge of the situation on the Nine Mile Road as soon as he could get to the scene, and are at the undertaking room in this city. No arrangements for the funeral had been made last night.

MOXLEY KILLED ALMOST

IN FRONT OF HIS DOOR

The death of Moxley was the first to take place. According to the information given Detective Willy by Mrs. Moxley, who was hysterical and almost prostrated by the death of her husband, the man started for Richmond shortly before 10:30 o'clock yesterday morning. He and his home accompanied by a small boy, whose name had been ascertained last night. The ringing wire was almost before his gate, and it is presumed he attempted to move it so as to allow his team to get into the road, but this is not definitely known, as the boy is the only living eyewitness to the electrocution.

The team must have become frightened when the man dropped in his tracks, for neither it nor the boy has been seen since. Search was instituted, but all efforts failed to discover the whereabouts of either up to a late hour last night.

Moxley was lying dead in the slush of the road when the team bringing Chenault and Beadles back to their homes from Richmond entered the road about 200 yards below Moxley's place. Here another wire dangled in the wind, it is said, and it is thought it was blown across the backs of the animals. They fell in their tracks, their feet together and their backs toward the sides of the road. It is presumed, there being no eyewitnesses to this accident, that the men got out of the wagon and went to the assistance of the animals. They either grasped the wire or a part of the animals' harness or their bodies, all of which was charged with the deadly current. The contact caused their death.

MEN FALL DEAD

IN THEIR TRACKS

The men fell stone dead in the road beside the bodies of the beasts. It was not until some time after their death that the accident was discovered by persons passing along the road. Some one hurried to the Stony Creek Distillery, and from there telephoned the news to Richmond. The police were notified, and orders were given from headquarters that Detective Willy should take Major Werner's automobile and proceed to the scene. The car suffered a blow-out before it reached the First Station, and it was necessary to take the journey in it. This is said to have been done in record time.

Detective Willy searched the clothing of the men, and from receipts found on them learned their names. He succeeded in notifying Undertaker Billey and in having the bodies removed. After this he had the contents of the wagon stored in a private room at Mrs. Moxley's house, and they are being kept there until claimed by the respective families. Each of the men carried some money, and this, with their

Easter Snowstorm Sweeps Seaboard

An Easter snowstorm of unprecedented proportions swept practically the whole Atlantic seaboard yesterday. Snow, driven by a north-easterly gale, which at times blew seventy miles an hour, held up ocean travel, crippled telegraphic and telephone communication, delayed steam and electric traffic, and nearly dashed the hopes of Easter paraders.

As the blinding storm swept over the Virginia coast, reports were current that the German raider, Prinz Eitel Friedrich, tied up at Newport News, had taken advantage of the opportunity to slip out to sea and elude the enemy ships. Latest advices at Washington were that the Eitel still was tied up at her pier.

The only large ocean-going steamer reported to be in trade was the Prinz Maurits, of the Royal Dutch West Indian Line, which wireless messages said was in distress off Cape Hatteras.

The Cunard liner Lusitania, bound for Liverpool, was among the big transatlantic steamers held at New York by the storm.

In Greater New York nine inches of snow fell, a record for April, and heaviest for the year. It was accompanied by a sixty-miles-an-hour blow.

Norfolk, where no trains arrived during the day, and other places along the Virginia coast were hit hardest by the storm. They also suffered from lack of wire communication.

Although trains from as far south as South Carolina arrived hours late at New York, Philadelphia and other seaboard cities, railroad officials professed to see a gradual restoration of normal schedules.

COAST IN GRIP OF STORM

Miniature Blizzard Virtually Along Entire Atlantic Seaboard.

NEW YORK, April 3.—New York and virtually the entire Atlantic seaboard were in the grip of a miniature blizzard on this day before Easter. Snow, driven up by a northeast gale, at times held up transatlantic sailings, caused craft off the coast to seek shelter, damaged telephone and telegraph wires, delayed interurban and suburban trains and crippled transportation on the surface and elevated lines.

The disturbance was general from Maine to Florida, with the heaviest falls between New York and the Virginia capes, and snow falling as far down as South Carolina. The center of the storm was reported to be off Cape Hatteras, where the steamship Prinz Maurits, of the Royal Dutch West Indian Line, was in distress and sending wireless calls for help.

Telegraph and telephone companies reported that their lines through Virginia and North Carolina were seriously damaged. Norfolk and adjacent territory were cut off from wire communication until this evening. While this condition prevailed, it was reported in maritime circles that the German cruiser Prinz Eitel Friedrich at Newport News had taken advantage of the storm to make a dash for the open sea. Inquiries by wireless proved the report erroneous.

Communication in and out of Atlantic City was badly crippled, and in Eastern Connecticut there was similar difficulty. Along this part of the coast the fall of snow averaged an inch an hour.

DAYTON GETS BIG CONTRACT

Company Will Make \$8,000,000 Worth of Government Stamped Envelopes.

COLUMBUS, O., April 3.—Eight million dollars' worth of government stamped envelopes will be made in Dayton, O., instead of here, because of the leasing of the Mercantile Corporation's factory in Dayton by the Middle West Supply Company, of Columbus, according to announcement made today by Cyrus Nalling, vice-president of the Columbus company. Work on the Columbus company's new buildings here was stopped today.

The Middle West company was organized recently to compete for the government contract for stamped envelopes, and underbid by nearly \$1,000,000 the Dayton company, which had been making the envelopes for a number of years. Harvey C. Garber, of Columbus, former Democratic national committeeman from Ohio, is head of the Middle West company.

NEW TYPE OF "MOTHER SHIP"

Plans for Big Submarine Tender Under Consideration at Navy Yard.

NEW YORK, April 3.—Plans for a large "mother ship" of a new type, intended to raise submarines disabled as was the F-4 at Honolulu, are under consideration at the New York Navy Yard. It was said today. A vessel of the type suggested would be twice as large as any of the present submarine tenders, and would be constructed on a new design, with a portion of the underbody so hollowed as to enable the "mother ship" to stow away the submarine after lifting it from the bottom of the sea. It would be equipped with chains long enough to reach to a great depth, and with engines sufficiently powerful to lift a water-logged submarine unaided.

JOFFRE CONFIDENT

Predicts Speedy Termination of War in Victory for Allies.

PARIS, April 3.—General Joffre has predicted a speedy termination of the war in victory for the allies, according to a dispatch from Dunkirk, published today in the Eclair. The dispatch from Dunkirk reads as follows: "General Joffre, the French commander-in-chief, in the course of a visit to Belgian headquarters to decorate certain Belgian officers with the Legion of Honor, told King Albert and Premier de Broqueville that the war soon would come to an end, to the advantage of the allies."

WINTRY STORM SWEEPS RICHMOND

On Easter Eve City Is Covered
With Blanket of Soggy
Snow.

ALL WIRES TO CITY ARE DOWN

Railroads Suffer Heavily, and
Telephone and Telegraph
Service Is Impaired.

Sweeping angrily up along the South Atlantic seaboard, a storm, said by the local Weather Bureau to have been the worst in the West Indies, struck Richmond full tilt early yesterday morning, and within a few hours buried the city under a blanket of soggy snow, which in point of volume and unseasonableness was unprecedented in the history of Richmond.

The storm attained a high peak of destructiveness early in the forenoon, when for a space of two or three hours the city was practically without communication with the outer world. Telegraphic communication was partially restored in the afternoon, although there was still late last night a bad break near Ashland in the Western Union lines to Washington and the North.

FOUR MEN KILLED

BY DANGLING WIRES

In the city the storm worked havoc. Three men, C. P. Moxley, a merchant, and J. R. Chenault and Charles H. Beadles, farmers, came in contact with a live wire at Twenty-ninth Street and the Nine Mile Road, and were instantly killed. The two-horse team which the farmers were driving, was likewise killed.

At the State Penitentiary last night Houston Hiney, a trusty convict from Roanoke, was instantly killed while attempting to remove a dangling electric wire.

Earlier in the morning, about three hours after midnight, two horses of Engine Company No. 12, of the Fire Department, stepped on a live wire at Addison and Cary Streets and were dead in less than a minute. The horses were valued at \$500.

District Manager A. S. Tanner, of the Chesapeake and Potomac Telephone Company, reported last night that between 1,200 and 1,500 telephones were out of commission, and that 350 of the company's poles were down. Not a single long distance telephone wire out of Richmond was in working order last night.

TELEGRAPH SERVICE

GREATLY IMPAIRED

Both the Western Union and Postal Telegraph Companies suffered broken lines and poles, and a greatly impaired service. Local Manager Sale, of the Western Union, said last night that, while the situation was worst early in the morning, after which conditions began steadily to improve, it would be at least Monday or Tuesday before the damage could be repaired and the full service restored.

Cut off from telegraphic communication with Washington yesterday morning, the Western Union resorted to the expedient of "training" messages. Operators carrying heavy batches of telegrams took morning and early afternoon trains North, and deposited them for delivery and further forwarding in the company's Washington office. The actual delay by this procedure was not more than two or three hours.

RAILROADS SUFFER

HEAVY DAMAGE

All the railroads suffered through breaks in their lines of communication. The Seaboard Air Line, in particular, running parallel with the path of the storm, fared badly. It was stated at the company's local offices last night that 150 of its poles were down between Petersburg and Norfolk, and about 350 between Weldon and Raleigh. The interference with communication caused by these breaks played havoc with the Seaboard schedules. No. 10, Florida Limited, due here at 7:25 o'clock yesterday morning, arrived last night at about 11 o'clock, more than fifteen hours late, and No. 4, due here at 5:05 o'clock yesterday afternoon, did not arrive until after midnight. No. 2, due in this city at 5:55 o'clock in the morning, arrived about 10:30 o'clock last night. Officials of the road expressed the hope that normal conditions would be restored by tomorrow.

The Atlantic Coast Line, likewise paralleling the path of the storm, lost a large number of poles. Its traffic schedules, however, were not materially affected, the Florida Limited, due here at 7 o'clock yesterday morning, arriving only about an hour late.

WIRES OUT OF COMMISSION

IN EVERY DIRECTION

At the Southern Railway offices it was stated that the wires between Richmond and Danville and Richmond and West Point were out of commission. Trains, however, were being operated on schedule with little delay. It was stated that none of the Southern Railway trains from the South was more than thirty minutes or an hour late. Normal service, it was expected, will be restored some time today.

The Richmond, Fredericksburg and Potomac experienced bad wire breaks near Ashland and near Penola. For a stretch of about a mile near Ashland hardly a pole was left standing. While the local offices of the road were still out of communication with Washington at a late hour last night, none of the incoming trains yesterday was more than twenty or thirty minutes late.

The storm clipped the eastern sections of the Chesapeake and Ohio, disabling its wires between this point and Charlottesville, Lynchburg and Newport News. Trains were operated nearly on schedule time. Most of the wire trouble on the Lynchburg division was between Richmond and Westham, the storm seeming to have vented most of its fury within a radius of a

SNOW SCENES IN RICHMOND ON EASTER EVE



Looking up Main Street from Ninth

STORM WREAKS HAVOC ALONG VIRGINIA COAST

Norfolk, Old Point and Hampton
Flooded, With Newport News
Not Heard From.

SHIPPING SUFFERS HEAVILY

Vessels Break Loose From Their
Moorings, While Ships at Sea Are
Sending Out Distress Signals.
Tide Highest in Many Years.

[Special to The Times-Dispatch.]

NORFOLK, VA., April 3.—Not since 1887 has Norfolk seen such a storm in April as that which held this section in its grasp to-day. The tide was higher, the wind blew at a greater velocity, and it has been colder than it has been on April 3 for eighteen years, and considerable damage has been done to property in this city and section. Telegraph and telephone poles have been blown down, roofs of houses blown off, windows have been smashed and cellars flooded, while some of the streets in the downtown section were navigable only by wagons and other craft, and City Hall Avenue and Cove Street, from the water front to Cumberland Street, was a miniature Panama Canal.

With every means of communication cut off since early morning, it still is impossible to state definitely whether or not there has been extensive damage to shipping. There was practically no wire service to Newport News throughout the day, and nothing has yet been learned regarding conditions there. It has also been impossible to communicate with other near-by points, and it is feared here that extensive damage has been done. The storm lasted many hours, and was accompanied by a heavy fall of sleet and snow.

Norfolk and vicinity was isolated from the rest of the world throughout the entire day, and it was not until 6 o'clock to-night that the Western Union established communication over a single wire to Atlantic. This was the only wire in operation in Eastern and Central Virginia.

No trains reached Norfolk to-day. Railroad officials said that they would be unable to furnish information regarding train movements until wire communication was restored.

BUSINESS IN NORFOLK

PRACTICALLY SUSPENDED

Business in Norfolk is practically suspended. Many of the principal streets are several feet under water, and small boats are being employed as the only means of traffic. Launches are being used to ferry citizens across City Hall Avenue in the downtown section.

The storm struck this section about 10 o'clock Friday night, increasing in intensity with every hour. About midnight the wind here attained a velocity of sixty-three miles an hour. At Virginia Beach the wind blew seventy-five miles an hour during the height of the storm. Snow and sleet began falling, and in the early morning a high tide was sweeping into the business center of this city.

The entire Virginia and North Carolina coast is to-night believed to be the scene of more than one shipwreck. A steamer, supposed to be the French Maurits—name doubtful, but received as written—is reported in distress in latitude 36.10, longitude 74. An unknown schooner is appealing for assistance off Diamond Shoals, and another is displaying distress signals off Gull Shoals.

Reports that a British warship was displaying distress signals off the capes were received here to-day, but could not be verified. An unknown Dutch steamer is in distress off the capes, and a British warship has gone to her assistance.

COAST GUARD CUTTER

GOES TO ASSISTANCE

The coast guard cutter Onondaga has gone to assist several schooners

RAIDER IS NOT TEMPTED BY GALE'S OPPORTUNITY

Stays Safely at Pier in Newport
News, Despite Chance to
Escape.

CROP OF RUMORS ARE AFLOAT

Prinz Eitel Friedrich Said to Have
Made Long-Expected Dash to Open
Sea, but Wireless Brings Denial of
Flight.

Still at Her Pier Early This Morning

NEWPORT NEWS, VA., April 4.—At 1:30 o'clock this morning the Prinz Eitel Friedrich was still at her pier, and appeared to have settled down for the night.

NORFOLK, VA., April 3.—With most of the members of her crew enjoying themselves on shore, the German auxiliary cruiser Eitel Friedrich made no attempt to leave Newport News to-night for her long-expected dash for the sea.

A large number of her crew, accompanied by noncommissioned officers from Fortress Monroe, witnessed a moving picture performance in Newport News to-day.

No British vessel has cleared from this port since Friday afternoon at 5:45 o'clock, so far as the official records show, and it was thought that the Eitel Friedrich would take advantage of this and make a dash for the sea.

While there were reports that the German vessel had intended, no one would say so, and yet there were others who believe the ship still intends to make an effort to leave this port.

Reports that several British warships off Cape Henry had been damaged by the storm which swept this coast last night, and were going to Halifax to repair, reached the German ship to-day. At a late hour to-night the Eitel was still at her pier, and there were no indications that she contemplated making a dash for the sea to-night.

CRUISER NOT TEMPTED

BY HOWLING GALE

WASHINGTON, April 3.—A whirling gale and snowstorm which enveloped the Virginia capes last night and to-day did not tempt the German auxiliary cruiser Prinz Eitel Friedrich to make a dash for sea through the cordon of hostile cruisers outside, and at 1 o'clock this afternoon an official government dispatch from Hampton Roads said the German raider still was moored to her wharf.

The storm, which drew the curtain of secrecy over the Prinz Eitel for a few hours by destroying all means of communication with the Hampton Roads district, save wireless, beside giving Commander Thierichsen a fearful opportunity to resume his commerce-destroying voyage freshly coated, supplied and equipped, started a crop of rumors and reports, which spread widely, saying the German cruiser had dashed behind the curtain of snowflakes and past the watchdogs at the entrance to Chesapeake Bay.

When the governmental agencies, after much effort, got in touch with Newport News, Va., it was established that the Prinz Eitel had attempted no new daring exploit, but still furnished a day-to-day mystery as to her commander's future course.

EVERY LANE OUT TO SEA

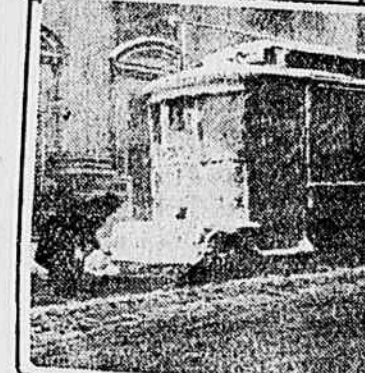
COMPARATIVELY SAFE

The chance of an unarmored ship breaking through that cordon of the capes was regarded as so small by

Traffic Officer W. G. Tait
Ninth & Main



Shoppers on
Broad Street



Clearing the Fender

U. S. OFFICERS ORDERED

TO LEAVE GERMAN ARMY

Those Who Have Been Attached to
Military Forces as Observers
Recalled by Cable.

ACTION COMES AS SURPRISE

Secretary Garrison Declares Emphatically That Relief Is in No Manner Connected With Recent Langhorne Incident.

BERLIN, April 3 (via London).—Five American army officers, who have been attached to the German military forces in the capacity of observers, were ordered by cable to-day to return to the United States. The order came as a surprise, as they expected to remain in Europe until the end of the war.

Lieutenant-Colonel Joseph E. Kuhn, of the engineers, who also has been acting as an observer, was not included in the order, as he has been designated as military attaché at the embassy at Berlin to succeed Major George T. Langhorne, recalled.

The United States officers since their arrival in Germany on December 20 have spent two weeks on the western front and one week in the east. Those affected by the order are: Major Clarence C. Williams, of the ordnance department; Major Dwight E. Aultman, of the Field Artillery; Captain Samuel D. Reckenbach, of the cavalry; Captain Wilson B. Burr, of the infantry, and Captain Samuel G. Shurtle, of the Coast Artillery.

RETURN ORDERED BECAUSE

MISSION IS COMPLETED

WASHINGTON, April 3.—Secretary Garrison said to-day he had ordered the return of the United States Army officers observing the military operations of the German army because their mission was completed. He said that no other officers would be detailed with the German army.

Mr. Garrison declared emphatically that the relief of the five officers on duty with the German army was in no manner connected with the recent relief of Major George T. Langhorne as military attaché at Berlin. Major Langhorne was ordered to return to the United States after it was

GERMANS POURING INTO HUNGARY TO ASSIST AUSTRIANS

Also Sending Men From
Belgium to Strengthen
Eastern Front.

RUSSIANS ON OFFENSIVE IN CARPATHIAN PASSES

Petrograd Claims Repulse of At-
tacks and Continued
Progress.

SUBMARINES ARE STILL ACTIVE

One British Steamer and a French
Smack Sunk by Kaiser's
Boats.

Battle in Carpathians Still Is Without Result

POLAND has almost dropped from sight while Russians and Germans and Austrians are sending up their forces for the battle in the Carpathians, which, although it has been going on for weeks, shows no signs as yet of definite conclusion.

A correspondent of a Vienna paper describes the efforts of the constantly increasing Russian forces as almost superhuman, and says they are directing their operations against the center of the Austrian line along a front of about forty miles.

The Austrian War Office says it has been ascertained that all the Russian divisions which were before Przemyel are now on the Carpathian front.

Meanwhile, Germany is sending troops into Hungary, and strong support of this kind is likely to have encouraging effect.

In the west the operations are almost at a standstill, so far as any concerted attack is concerned.

Bulgarian irregulars who, however, are reported to have been wearing regular military uniforms, have crossed the Serbian frontier and killed Serbian guards.

Austria has officially denied that negotiations have been opened with Russia for a separate peace.

LONDON, April 3.—The Germans are pouring reinforcements into Hungary to support the Austrians, had pressed by the Russians in the passes of the Carpathians, and also are sending men from Belgium to strengthen their eastern front, where the Russians have taken the offensive.

The battle in the Carpathians continues.

Apparently the Russians have had considerable success, for the official reports announce the repulse of Austrian attacks south of Lupkow Pass and west of Uzok Pass and continued progress in the region of the latter pass.

Austrian correspondents view the onslaught with misgiving, and in their dispatches give it precedence over the battle in Bukovina.

Beyond this there is little news from the western theater. The French continue their attempt to dislodge the Germans from the forest of Le Pretre in the hope that this will compel them to evacuate St. Mihiel.

German submarines continue their activity, to-day's score being one British steamer, the Lockwood, and a French smack bound for Newfoundland.

BRITISH PRESS MAKES MUCH

OF THRESHER'S DEATH

The British press, in addition to being universally outraged that the Germans should protest to the American embassy regarding the segregation of the crews of submarines now held as prisoners of war, is making much of the death of Leon Thresher, the American who lost his life in the sinking of the Faba.

"What will Washington do?" asks to-day's Westminster Gazette, and other papers debate along the same lines. As the weeks pass the operations in the Dardanelles appear likely to be more and more protracted. Even the London papers are inclined to admit that the Turkish positions perhaps have not yet been seriously damaged.

The discussion for and against absolute prohibition of alcoholic liquors continues. The papers are filled with letters containing suggestions to meet the situation.

BRITISH STEAMER

TORPEDOED BY SUBMARINE

LONDON, April 3.—The British steamer Lockwood was torpedoed by a German submarine on Friday night off Start Point, Devonshire. The crew was saved.

A German submarine was seen by the Lockwood for several days before it was able to gain a position from which it could discharge its torpedo. The projectile struck the engine room, but did not explode, and the ship was able to limp on for some distance before it was sunk.

The crew were picked up by a trawler and brought into port.

FISHING VESSEL SUNK

BY GERMAN SUBMARINE

FRANCE, April 3.—The fishing vessel Faquerette, of Cherbourg, was sunk this afternoon by a German submarine off Etretat, nine

(Continued on Second Page.)

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(Continued on Second Page.)